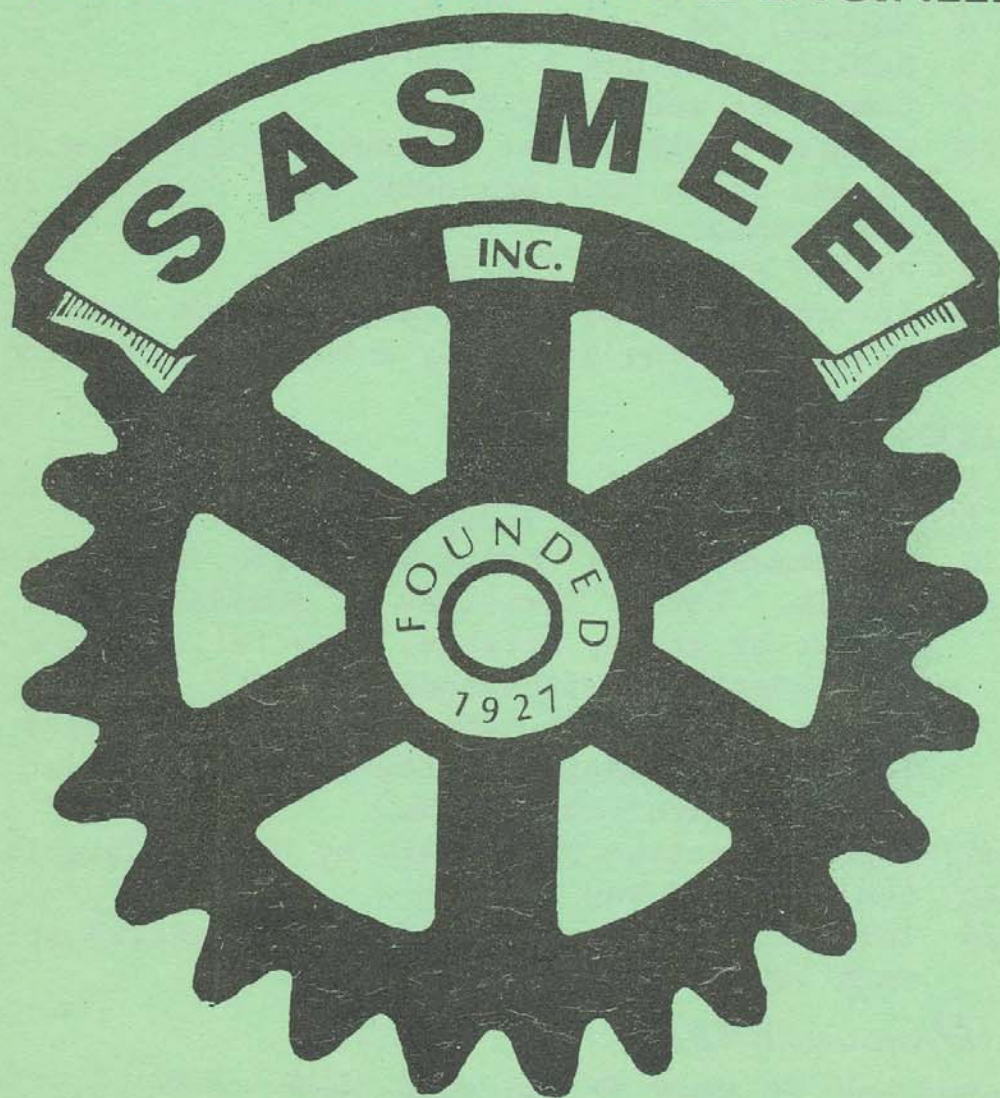


SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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SASMEE BULLETIN

THE OFFICIAL JOURNAL
OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS



Sep — Nov

78

What's On At SASMEE

OCTOBER 1978

- Sunday 1 Public Field Day 2 - 5pm
Tuesday 3 Committee meeting 7.30pm
Saturday 7 Working bee 1pm
Tuesday 10 General meeting 8pm. Graham Sorell talks on optics and optical devices.
Saturday 21 Public Field Day 2 - 5pm
Tuesday 24 Informal meeting 8pm

NOVEMBER 1978

- Saturday 4 Working bee 1pm
Sunday 5 Public Field Day 2 - 5pm
Tuesday 7 Committee meeting 7.30pm
Tuesday 14 General meeting 8pm. Annual display of work. Please bring your projects, both finished and unfinished.
Saturday 18 Public Field Day 2 - 5pm
Tuesday 28 Informal Meeting 8pm - Remember it's daylight saving - bring a loco or a boat or something.

DECEMBER 1978

- Saturday 2 Working bee 1pm
Tuesday 5 Committee meeting 7.30pm
Sunday 10 Christmas B-B-Q: bring your wife, family and models. Father Christmas is scheduled to arrive by train, strikes, loco failures and derailments notwithstanding. FILL IN the form on the President's table to help the sweets and icecreams logistics. Provide your own meat for tea and share your salads.
Tuesday 12 General meeting 8pm. Talk by Horrie Guignon.
Saturday 16 Public Field Day 2 - 5pm
Tuesday 26 Informal meeting 8pm - share the festive spirit with your fellow modellers.

LATE ANNOUNCEMENT

All members will be sorry to hear that 'Uncle' Alan Frankham died suddenly on 24 August following a heart attack. We extend deepest sympathy to his widow and family.

Editorial

Bryan Homann

Things appear to be moving along fairly sweetly at the moment with the ground level boys well on with design (see article later on) and road bed preparation. A warning to anyone who has left junk at the clubhouse: if it wasn't sold at the Jumble Sale, it will be used for filling at the beginning of the trestle bridge. This long curving bridge should prove to be a popular photographic spot in the future.

The long awaited extensions to the boat pond are almost about to become a reality, and a wave free harbour should be of use to the RC men for both shelter and manouvering practice.

An Editor's worst dilemma is to look at all those unfilled pages, multiply them by 2640 and try to dream up that many words. A 500 word essay seems easy by comparison. Articles relating to railways and locomotives are coming forward, but how about a few from the other areas. Some of your clever workshop tricks are useful, no matter how simple.

The Festive Season will soon be upon us, and as usual our annual BBQ will be held at the grounds, this year on Sunday December 10. Last year was a great success, the afternoon to laze, yarn, and operate models, the later afternoon for the BBQ and the arrival of Father Christmas, all finishing as dusk fell. Please put your name on the form located somewhere on the President's table; it would be a tragedy for a youngster to miss out on a gift and icecream for lack of attention to this detail.

This issue contains the last instalment of the BHP Mikado article, and some details of the ground level track, as well as the various rosters. Please note if you are rostered to do something - do it.



Since the last Bulletin the boat pond fence has been re-aligned and a start made on the excavation for the boat harbour. The boat boys could use more assistance, as the earth is being used as filling for the locomotive track.

The Weir pump in the boiler house has been overhauled by Herb Croker and as usual the boiler house and steam house has been an attraction at our last field days.

We obtained paving slabs from the Unley Council and have started to wall the area behind the tennis courts to improve our car parking facilities.

The weather has hindered our working bee progress, but has filled our rain water tanks so we cannot complain.

The Acquisition of a lathe by the Society has opened up the establishment of a workshop for members' use, and I will comment on this at a later date.



CHRISTMAS BARBEQUE

Remember that pleasant afternoon last year when we used our grounds for our own enjoyment?

A chance to talk modelling, operate models, let your family get to know the families of other members.

Well, it's on again this year.

Sunday 10th December is the day.

A similar procedure to last year - do as you please all afternoon, cook your steak and snags about 4.30 and wait for Father Christmas. Bring salads to share, and PLEASE put your name and the size of your group on the sheet of paper located on the President's table so that we can get enough icecream for the youngsters.

1979 CONVENTION - CASTLEDARE

The Convention secretary, Sue Clark, has been busy sending out all sorts of useful information and for those who are going, this will be found on the notice board or the table in the clubrooms. A reminder that next year the people in the West are celebrating their sesqui-centenary, so accommodation is filling rapidly, and if you want somewhere to rest your weary head, procrastinate no longer.

FOR SALE

Des Allen of Port Augusta has some more items for sale as listed below. If you are interested please contact Des direct at 61 Edinburgh Tce
Port Augusta 5700 Tel (086) 423984

1 only pair of cast iron cylinders for a 7¼" g Highlander
piston valve bore, end faces, and bolting faces
all machined \$ 65 o.n.o.

1 only 0 - 4 - 0 tank loco 5" g based on Tich.
length 28½"
wheel dia 4½"
boiler dia 5" - copper - certificate expired 29.9.76
has mechanical lubricator, hand pump and axle pump
Walschaerts valve gear
cylinders 1 5/8" dia
The spacing of the frames make the loco suitable only
for raised level track operation \$850 o.n.o.

Rosters

4

CANTEEN

Oct 1 Sun G.Murdoch and K.A.Preiss
Oct 21 Sat M.J.Robinson and R.E.Skewes
Nov 5 Sun D.Diguisto and S.A.Stead
Nov 18 Sat R.K.Smith and A.G.Symes
Dec 16 Sat A.Lethbridge and W.J.West
Jan 20 Sat J.Hamilton and G.Sorell
Feb 4 Sun D.Rayner and D.Zanker
Feb 17 Sat B.Gamble and C.Cook
Mar 4 Sun J.Hendry and D.Collings
Mar 17 Sat R.Smyth and A.Templeman

PLEASE NOTE THAT YOU WILL NEED TO BRING A CARTON OR BOTTLE OF MILK FOR TEA AND COFFEE MAKING. PLEASE ARRIVE BY 1.45 pm TO GET THE WATER BOILING AND THE SHOP READY FOR BUSINESS.

IF YOU CANNOT MAKE IT ON THE DAY ASSIGNED, PLEASE ARRANGE A SWAP.

LOCK UP

14 Oct Brian Niesche
28 Oct Fred Gordon
11 Nov Alan Brabham
25 Nov Ian Clark
23 Dec Mike Bradford
30 Dec Howard Bateup

UNLOCKING FOR INFORMAL MEETING

24 Oct Wally Brownlow
28 Nov Paul Griscti
26 Dec Jack Davey

Rosters

LOCOMOTIVES

Oct 1 Sun
H.Bateup
K.Besley
J.Beal
W.Brownlow

Nov 5 Sun
H.Bateup
B.Homann
J.Barkes
J.Beal

Dec 16 Sat
T.England
H.Bateup
K.Besley
J.Beal

Oct 21 Sat
R.Skewes
R.Smyth
H.Bateup
K.Besley

Nov 18 Sat
K.Besley
I.Clark
R.Skewes
W.Brownlow

BOILER

Oct 1 Sun Alan Brabham Nov 5 Sun Herb Croker
Oct 21 Sat Terry Middleton Nov 18 Sat Mike Bradford

Dec 16 Sat Bryan Homann

Reserves Oct Bryan Homann
Nov Paul Griscti
Dec David Brown

In Memoriam

As reported in the last Bulletin we have lost through death some of our members. The following brief notes are extracts from the memorials prepared by Alan Frankham. Alan has read the memorials at recent field days, following the club tradition of lowering the flag to half mast.

James (Jim) Thurmer

Jim Thurmer was associated with the club for about 40 years, and attended the first Model Engineering Exhibition at North Terrace many years ago.

Jim was a great photographer, and some of his photos hang in the club house, and we are proud of them. He also had some of his photographs used to illustrate articles in the "Model Engineer", and as recently as 1975 the cover photo of "Model Boats". He built a marine steam engine.

Jim studied engineering and worked in a drawing office, was a professional photographer, owned a motor cycle factory and showroom, and was well known as a dirt track motor cycle rider. During the past few years, as his health was failing, he worked as an attendant and information person at the Birdwood Mill Motor Pavilion, but recently spent a lot of time in hospital. Jim passed away on 9th April this year.

Cecil Ernest Whittle

Cecil was a new member to our club, but a very valuable one. He was a railway enthusiast all his life, and on his retirement was building a 3½" gauge TICH. Unfortunately he was not to have the pleasure of finishing the model and running it, as he fell victim to a serious illness, passing away on March 30th. A new member and friend of Cecil, Peter Rayner, has undertaken the task of finishing his loco.

Ralph Gillies Excell

Ralph joined our club many years ago, and was active in the establishment of the club grounds. He acted as Honorary Treasurer for 25 years, a position which he carried out with excellence. Ralph was employed by F.W.Hercus in Adelaide and was Chief Inspector of the well known and widely acclaimed Hercus Lathes. He made many items of interest, including a milling machine, and in conjunction with the late Claude Miller designed a gear box for a milling machine, a shaper, an electric hedge cutter, a machine vice for milling machines, a milling attachment for flat bed Hercus Lathes, a sensitive drilling machine, a vertical head for milling machines, and had a special method of making a replacement jaw for a self-centring chuck. He built a small racing car which ran on our track at the 1957 Adelaide Exhibition. Ralph was awarded many medals for his work, and was always willing to help the less skilled model engineer. Our club awarded him its highest honour, that of Life Member. Ralph last visited SASMEE during the 1977 convention. Ralph passed away on 13th May whilst undergoing surgery.

In Days Of **Olde**

Bulletin Vol 2 No 3 Dec 62-Feb 63

"Herb's Pierrett river launch wasn't very satisfactory at pulling the boat (see Days of Olde in previous issue), owing to the strong wind blowing down the funnel causing the gas burners to go out."



SARAMEE PARK

GATE HOUSE 1978

Work is progressing steadily on the preparation of the road bed for the new dual gauge 7½" and 5" ground track.

Concrete piers have been poured adjacent to those of the existing viaduct. The new piers will support beams made of 60 lb railway rails on which the new track will be laid. The Club Patron, Mr. A.G. Flint, Executive Chairman of the State Transport Authority, has kindly arranged for a gift of eight 25' lengths of rail for this purpose.

Transverse steel tubular sections will support a stout wooden floor butting either side of the track along the new viaduct. Alan Brabham and Brian Niesche are constructing steel tubular trusses of similar length and design to the existing ones. We are grateful to Alex Ide who is keeping a professional eye on the Civil Engineering and Structural Engineering aspects of the bridge design and construction.

An embankment will abutt the northern end of the new viaduct. After passing across the embankment the new track will be carried on a low trestle bridge 2'6" above the ground to the plateau north of the retaining wall of the existing turntable and steaming up bay. Twenty five trestles have been made for this bridge by member Phil Waugh who is a builder and carpenter by trade. Howard Bateup and Fred Gordon have also been involved in the assembly of the trestles.

Phil has also produced enough sleepers for the entire length of the new track, and says he still has enough timber left over to provide all the flooring for both the viaduct and the trestle bridge, and for the beams for supporting the track between the trestles. The trestles will be 4'0" apart. Each trestle leg will be anchored to a steel bracket set in a concrete footing keyed adequately into the subsoil below each trestle leg. All the trestles have already been given the creosote treatment by Jack Davey and Fred Gordon.

Member Peter Lewis kindly arranged with the Unley City Council for the donation of a large quantity of kerbing stones which will be used to make a respectable looking retaining wall along the northern end of the tennis courts. Members Peter Denholm, Fred Gordon and myself made a few trips with our trailers to pick up the kerb stones.

Further news will be published in the Bulletin as work proceeds. Meanwhile the Track sub-committee is forging ahead with the help of a number of keen club members. There is a lot of "hack work" yet to be done before we start building the track, and for those of you who would like to help with this magnificent project you will find the workers on deck at the club grounds every Saturday.

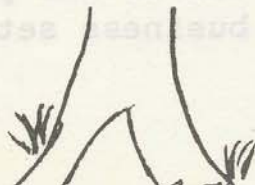
BOUND M E's for Auction

Once again Fred Hercus has donated books to the Society, this time in the form of several bound copies of old Model Engineers. Some of these have filled 'holes' in our Library collection, and those left over will be auctioned for the Society's benefit at the Annual Show of Work at the November General Meeting. A reserve price will be set by the Committee, so if you are interested, bring along your dollars. This offer is only open to members of SASMEE.



Wanted

Our most popular exhibit on a cold field day is the little vertical boiler which supplies steam for operation of the stationary engines. It is also a hungry little beastie whose thermal efficiency is of a low degree. Consequently supplies of fuel need replenishing often. Should you be cutting down your spreading chestnut tree, or pruning that 50 foot giant that the nursery said would only be 12 foot tall, please bring the large pieces of wood to the grounds. If you feel inclined towards exercise, 18" lengths do very nicely.



WET WEATHER FIELD DAY

The Sunday field day in August was one of the most unsuccessful financially for some time. Coming after a solid day and a half of heavy rain, only a handful of dedicated fans turned up. The boiler house was very popular and a continual fog of condensate oozed out of the steam house door all afternoon. The railway was less inhabited with Denys Irving's Jubilee the only steam power, and looking very nice with large columns of exhaust hanging overhead. My d.e. minus generator and running on batteries (decibel rating lowered by about 75 dB) completed the loco pool.

A couple of radio controlled boats got wet on both sides but at least their drivers were under cover. Despite the weather we did manage to open and keep faith with our public, the canteen taking slightly more than the gate, at about \$4.

CLUB WORKSHOP

A dream for many years, this concept is about to be launched. A very satisfactory price was paid for a very good Hercus model A lathe with many extras. A subcommittee will be formed in due course to consider the best method of setting up a workshop to be based around this machine. As time goes by we hope to add further machinery, possibly of a larger size, to enable that big wheel or cylinder to be machined.

Things to consider include the alternatives of using an existing shed or lashing out and constructing a special damp-proof building. Also the method of supervision of the workshop must be considered carefully.

Anyone who has an idea on this project is asked to offer their services on the about-to-be-formed sub-committee. This project is particularly commendable from the point of providing machinery for the use of our younger members who find it an extremely costly business setting up a workshop.

The number of new members is still pleasing and we give a cordial welcome to Stephen Hesketh, David Thomas, Angus Templeman, Peter Watherston, and Bert Green who have joined since the last issue. We hope that they will enjoy the facilities and friendship of the Society for many years to come.

AUCTION

This one has already been held and if you missed it then you are the poorer. Some who attended are also the poorer.

However, several workshops were lightened of their burdens in aid of Society funds, and other workshops now jealously guard a variety of wondrous items. Some people bought special blunt reamers with nicks in them to break up the swarf. Others got selections of metal offcuts of various qualities: a couple of broken gramophone records and single arm pliers. There were a few real 'goodies' including an unfinished loco chassis.

Uncle Al gave the usual command performance with the hammer and eventually sold all the goods offered. He even sold the dilapidated cardboard boxes the junk came in.

The Society benefited by well over \$100 on the night. At the end of the night some people were seen sorting their bargains to work out which stuff to heave into the burial mound at the approach to the trestle bridge. Presumably the domestic powers do not always agree with this impulse buying.

Here we conclude the article on the B.H.P. locos that has been presented in the previous two editions of the Bulletin.

One other defect noted was that a severe grooving which occurred on the front plate of one of those boilers at the flanging to the side plate; although the rounding of the flange is at a radius of over 6", a severe groove appeared down the plate, the grooving was more severe about the centre of the height of the firebox. As there was little other defects apparent at the time I had the groove cut out from the outside, the section welded up and cover straps welded across the weld. The grooving appeared at both sides of that one particular boiler, but I have not found any severe grooving effect anywhere else on that boiler or at that place on any other boiler, although the work is fairly evenly distributed between the 5 boilers. The barrels of these boilers have given very little trouble although there is some slight corrosive wasting about the bottom of the barrels.

Great care is given to the maintenance and working of these boilers and up till this year the feed water used has been a treated condensed water, a little lime added, and the boilers are brought in for washing out every two weeks. Two of these boilers have been in commission for 17 years and during that period the tube sheet (firebox) have been renewed twice.

The fireboxes of these locos have never been taken out as no defect necessitating the removal have been noted and it is a straight forward job to take out a tube sheet and to fit and rivet a new sheet in a boiler of this size. The rivets in the foundation ring of the firebox are $1\frac{1}{2}$ " diam and it would require an enormous pressure to set up rivets $1\frac{1}{2}$ " diam and 7" long and make a good job of the setting up. The renewing of the firebox tube sheet in a boiler like this entails an expenditure of several hundred pounds and when the sheet is out, opportunity is taken to renew any stays showing wastage even if the wastage has not reached the critical stage. It appears to me that the weak spot, if

there is one in these boilers, is at the firebox tube sheet, and one can understand that, as the tube sheet is the hardest stressed plate in the boiler. Starting from cold firebox, when the fire is set away the tube sheet is heated quickly, and naturally this heat expands the plate; this produces an upward movement of the plate because firstly the bottom of the plate is firmly anchored to the foundation ring and above that there is a number of stays to the throat plate, and, secondly, the side plates are firmly stayed to the wrapper plate by the water space stays pitched at 4" centres. The sheet may and surely does bend about the centre because the staying from the tubes is flexible and allows a certain amount of movement before the strain is taken up by the tube, the sheet being firmly held on three sides an upward movement is indicated. Provision for this upward movement is made by fitting 5 rows of stirrup stays at the tube sheet end of the firebox crown; the stays prevent any downward movement of the crown sheet but allow of a considerably upward movement. That the movement is upward shown on the flange of the sheet where the edge of the plate takes a downward appearance and it is shown on the crown sheet because the edge of that plate is bent upward; it is shown that the movement is continually up and down by the grooving apparent on the firebox crown and on the flanging of the tube sheet.

To my mind, there is no other plate in the boiler subject to the same amount of movement or subject to the same amount of concentrated stresses; all other plates in the firebox are subjected to a similar stress but as these are stayed at 4" centres the stresses are distributed through the stays to the outside plates. It appears to me that if a tube plate capable of withstanding the excessive alternating stresses could be found, most of the troubles attached to the upkeep of these boilers would disappear, and great hopes are placed in the fitting of the Nicro-Copper tube sheets doing something toward that end. I might mention that the size and construction of these boilers allows full and complete inspection to be made of the parts subject to defects, the only part of the boiler which cannot be seen when the boiler is opened up is the bottom of the barrel, all other parts can be observed at close quarters.

These locos have given wonderful service, and to give this service must be kept in first class condition, not only the boiler but the whole machine, and great care is given to the maintenance. When one realises that for a number of years there were only two of these locos doing all the haulage from Iron Knob to Whyalla, and that even in those days the weekly tonnage was about 15,000 tons and the mileage to be travelled for a load was 35 miles empty and 35 miles loaded. Today the tonnage handled by the three large locos amounts to 50,000 tons per week. When I first visited the works a net load of 300 tons was considered quite good, and since then loads have increased considerably; of course this increase was not all attributable to the improvements of the locos, the rolling stock has been changed and the grades of the permanent way have been improved so that the load is not the main anxiety - the taking back of the empty train causing just as much trouble. When consideration is given to the fact that the loads have been increased from 300 tons to a net load of 1,700 to 1,800 tons as a general practice and that an experimental train of 3,500 tons net with an engine back and front was run a while back, it must be realised that these locos are powerful. Of course, the drawbar of the truck limits the load on an ordinary train and these have, in the vehicles in use on this railway, been replaced with much heavier bars. The rolling stock in use is what was built for a load of 50 tons, but in practice it was found that there was a fair amount of spillage along the track, so an extension was built on the top of the truck, and now the truck carries 70 tons and there is still the spillage along the track.

The possibility of these enormous loads can be seen when I tell you that the heating surfaces of these locos amount to 2,200 sq ft, and this with the grate area of 40 sq ft gives a ratio of grate to heating surface of 1 to 53; the superheating surface amounts to 500 sq ft, with a steam pressure of 200 lbs per sq in on a simple cylinder engine having a diameter of 21" and a stroke of 24". This combination develops a fair power.

Do it yourself page

This page has been specially left
for you to write your own
article.

PATRON Mr A G Flint, Executive Chairman, STA,
 and Commissioner, ANR

VICE PATRONS Mr A W C Crossman, Late SAR
 Mr W D Saunders, CME, ANR
 Mr C Schaumloffel, Manager, Loco Workshops,
 Islington
 Mr G Nicolson, Tregalana, Whyalla
 Mr H H Salisbury

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W Brownlow, B Niesche

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M Turner

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J Welch, C Burden

DIRECTOR OF FIELD DAYS

A Frankham

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A Ide, W Brownlow,

H Bateup, P Waugh

SUPERVISORS BOAT POND

N Kernick, C Manning,

B Gamble

BOILER SAFETY COMMITTEE

A Brabham, J Welch,

O Thomas, H Bateup

PROGRAMME

A Frankham

CANTEEN

P Lindblom

GROUND LEVEL TRACK

A Brabham, H. Bateup, A Ide, I Clark, R Bloyd, T England,
J Davey, W Brownlow.

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MAGILL SA 5072

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ADELAIDE S A

CONTRIBUTIONS TO THE BULLETIN SHOULD BE FORWARDED TO
THE EDITOR.

SOUTH AUSTRALIAN SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS INCORPORATED

Amendments to the 1977 Membership List

Issued Sept.1978

Please delete the following

Resigned:	Full members:	A.L.Broad S.J.Grainger
	Student:	P.A.Cook

Deceased:	Honorary Life:	R.G.Excell A.E.Frankham
	Full Members:	J.Thurmer C.E.Whittle
	Country Member:	J.Cousins

Lapsed:	Full Members:	L.A.Collins J.Garside D.J.Osborne
	Junior Members:	P.W.Brownlow P.Dart P.Faccenda

Please add the following new members

FULL

W.J.Coles, 4 Clovelly Ave, Brighton, S.A.5048	296 2167	Live Steam
C.Cook, 24 Burnell Dr, Belair, SA 5052	278 2015	Stat.Steam
B.R.Crabb, 130 Ayers Ave, Clarence Gardens, SA 5039	276 3527	Locos
B.R.Gamble, 26 Vancouver Ave, Panorama, SA 5041	277 1937	Boats, Planes
B.L.Green, 6 Rutherford Ave, Valley View, SA 5093	264 6006	Traction
J.L.Harrison, 19 Lincoln St, Largs Bay, SA 5016		Locos, Stat.
A. Lethbridge, 16 Tarragon St, Mile End, SA 5031		Boats
P.S.Lewis, 120 Edward St, Clarence Gardens, SA 5039	297 1349	
A.E.Mitchell, 12 Emily Ave, Clapham, SA 5062	276 8185	Model Railways
D.P.Rayner, Box 219, McLaren Vale, SA 5171		Locos
J.W.Schaeffer, 106 Finnis St, Oaklands Park, SA 5046	296 5547	Traction
D.E.Sharpe, 13 Oliphant Ave, Oaklands Park, SA 5046	296 3860	General
G.C.Sorell, 50 Lynton Ave, Millswood, SA 5034		Steam Locos, R/C
A.W.Templeman, 82 Avenue Rd, Clarence Gardens, SA 5039	293 7825	Locos
W.J.West, Unit 8, 5 Craig St, Greenacres, SA 5086		Boats
K.D.White, 10 Narina Ave, Cumberland Park, SA 5041	71 9419	Locos
(omission from 1977 list)		
D.W.Zanker, 58 Honeyton St, Seaton, SA 5023	45 7874	Locos

STUDENT

T.P.Griscti, Box 28, Blackwood, SA 5051		Model Boats
R.D.Heidenreich, 54 Collins St, Enfield, SA 5085		Boats, Planes
A.Helgeson, 1 Jackson St, Magill, SA 5072		Marine, Aero.
S.K.Hesketh, 23 Tipana Ave, Parkholme, SA 5043	276 6630	General
M.Lethbridge, 16 Tarragon St, Mile End, SA 5031		Boats
D.Thomas, 37 Murray St, Lower Mitcham, SA 5062	276 5318	Locos, Stat, Boats
P.Watherston, 49 Mills St, Clarence Park, SA 5034	293 1413	Boats

AMENDMENTS

J.E. Welch (honorary life) should read J.C.Welch

CHANGE OF ADDRESS:

EXTRAORDINARY

B.Wood, C/o Mr.J.F.Garde, 18 Wattle St, Largs SA 5016

FULL

S.Faccenda, 77 Rawdon Hill Drive, North Dandenong, Vic. 3175
(transfer to Country membership)

T.Fowler, 1 Hill St, Crafers, SA 5152

339 3764

P.W.Lindblom, 17 Derwent Tce, Valley View, SA 5093

G.Murdoch, C/o Instrument Sec.3AD RAAF Amberly Qld. 4305
(transfer to Country membership)

L.C.Peckham, 12 Kingston Ave, Hope Valley, SA 5090

R.K.Smith, 9 Lassie Ave, Windsor Gardens, SA 5087

261 0655

COUNTRY:

B.E.Wright, C/o Dept.of Transport, Hobart Airport, Tas.7001

TRANSFERS (other than those listed above)

M.K. Halstead Junior to Full

G. Templeman Student to Junior